JOHN ROACH TALKS

DISCUSSING THE CAUSES OF

He Denounces Manufactured Interviews, and Explains His Aims and Their Outcome to a New York Re-

"So you want to know the causes that led to our assignment?" said John Roach to a New York Tribune reporter Sunday night, "Well, I have scarcely had time to prepare my mind for such a talk as I would care to have printed as coming from me. But before we go any further let me ask you to deny with the heaviest emphasis an outrageous and wickedly false story in this morning's Herald. It is a shome and a disgrace to any reputable newspaper that it permits its remanufacture interviews with men, and make them responsible to thousands of readers for language such as they would not have thought of using. You are the first and the only newspaper man whom I have spoken a word to since

I made the assignment.
"Now as to the causes which have led up to my assignment; strictly speaking it is not a failure; that is to say, my assignees will be able to pay \$2 for every \$1 of liabilities if they realize anything like the real value of my property. I cannot now say what the exact amount of my liabilities is, nor what the sum of my assets will be to meet it, but if I were not so old a man, and if I had health awhile longer, I could pull things straight again. If the people under-stood this matter, if the mendacious free-trade press had not so extensively deceived, them the failure of John Roach would be recognized from ocean to ocean as a national calamity. Twenty-four hundred workingmen, 800 in the Morgan Iron Works, and twice that number at Chester, went out of my shops Saturday night who will not go back to morrow. In these hard times that is a serious matter. This is not a party question. I have been a Republican, but above that I have first, last, and ever been an American. It was my great ambition that our nation should recover its glory and prosperity on the seas. I wanted to prove that American merchandise, grown or made by American workingmen in Amer-ican shops, could be sold the world over through the medium of American ships built from iron rolled in our own shops and of timber cut from our own forests wanted to prove that we could do businations with less resources were not more nations with less resources were not more sagacious and enterprising on the seas. I have given my life and my fortune to that end, and even in the presence of this calamity I am proud of what John Roach has accomplished. Ten years ago an American minister accredited to Brazilwas forced to go to England in order to reach Rio Janeiro. To day John Roach's iron vessels take him there direct. My fleet, representing millions of invested capital and millions of wages that have gone into the mechanics' pockets, and millions of merchandise bought and sold at southern

ports, cruise along the coast under an American flag. And the rates of freight are less than half what they once were. are less than half what they once were.

"At an expense of more than a million I erected a ship yard. I built a rolling mill to prepare my own iron and steel. I employed 2,500 American workmen. I incorporated incorporated companies to sail vessels and despite the fact that the governmen lent me scant encouragement while foreign governments practically sup-ported their shipbuilders, I have proved that it is possible for us to secure an im-mense foreign trade and to become, if the government would but lift its conthe government would but lift its con-sinting finger, the greatest sea-trading nation of the earth. Traduced and abused by those men and newspapers whom foreign interests have subsidized, and brought into scandal with millions of my fellow citizens who were deceived by them and who did not understand my represses in my old and enfectled age purposes, in my old and enfeebled age and after half a century of toil, I have lost my money and my spirits, but I am consoled by the fact that the people will one day understand it all and see at its real value what I have done of good and they have done of harm to our national

tions were being made. The 'free ship movement was strong, for it was a catchy sound. It sounds practicable if we can buy ships abroad at less than we can build them here that that is where to save the money the fact is that it is neither fair nor honest nor possible. In dozens of pamphlets, and in arguments before Congress, I have so forcibly established that fact that the repeal of our navigation laws has been invariably defeated. It would take too much time and space to go into all that here, and the *Tribune* has explained the heresy time and time again. The Democratic party is supposed to be in favor of free ships, and when the election excitement began, and the people saw the possibil-ity of Democratic success, and the pasof Democratic success. and the pas-of a law that would mean the annihilation of American shipbuilding, there was no business. Carrying companies would not build ships because they did not know how soon the fore: n ships operated by foreign cheap labor, would admitted to drive their business away All the work, therefore, that I have had on hand has been the construction of new dispatch boat and the three

new cruisers.

"I tell you, my friend, that those boats were condemned before their keels were laid. They were condemned in Congress. The Democracy dared not oppose the plan of a new navy, because it had become a very popular notion. The people in a mass wanted a navy. But they opposed the appropriation because, as they claimed in their congressional speeches, the money would not be honestly spent. The appropriation was made against this clamor, and bids for the work were asked for. Mine was the lowest bid, beclamor, and bits for the work was a saked for. Mine was the lowest bid, be-cause I had far greater facilities for the work than any other shipbuilder. I se-cured the contracts, and began the work of construction. In the meantime the Democracy had come into power, and prepared to prove their prophecy that the appropriation was not honestly spent. The Dolphin, a strong, substantial, ex-cellent vessel, was condemned on the most puerile technicalities, and to add to this injustice Mr. Garland has repudiated the contracts, and practically said that there exists no binding agreement be-tween me and the government. That capped the climax. Business stagnant, \$30,000 of weekly wages to pay, works to maintain, and contracts repudiated! Still I bore up and tried to raise money Still I bore up and tried to raise money on my securities and property to finish the craisers, trusting the results to the good faith of the people. But men who had money did not wish to lend with the prospect that the government would reject the work. My credit, too, had been badly hart by the wicked representations of the newspapers. And con-sequently, in the best interests of my creditors and of the government, I judged it best to call a halt, pay off my men. and surrender my property to trustees who could pay my debts, and leave me what balance for my last days that there might be

might be. "I have told the Tribune, and through it the people, all I can now say. When the true facts are laid bare in time, and the public have had an opportunity to make a candid judgment of them, they will see that no man has tried harder than I to be of service to his fellow-man as "ALDERNEY DAIRY WAGONS,"—Fresh Alderney to Butter church; and delivered in Scientis per pound. Also cottage cheese, S cents per ball; buttermilk, and sweet milk at 5 cents per the shop very rapidly.—Merchant Traveller. I to be of service to his fellow-man as quar-

well as to himself, and no man has been more cruelly prosecuted and lied about." THE ISTHMIAN TROUBLES.

ADMIRAL JOURTY ON THE SECENT MOVE-MENTS OF THE COLOMBIAN RESELS. Under date of July 1, Admiral Jonett has sent to the Navy Department, from Savanilla, a report of the condition of

longer.
"Gen. Camargo attacked a force of

gether with the fact that the government has now a steam vessel of war on the At-lantic coast, insures the isthmus and vessels on the high seas against any chance of disturbance by the revolu-

tionists. "All reports from the isthmus of "All reports from the isthmus of Panama indicate that political matters remain settled, and that peace and good order prevail there. There is, however, an alarming epidemic of yellow fever prevailing at Aspinwall and all over the isthmus."

Admiral Jouett says the crews of all the vessels of the squadron that have remained are much debilitated by their long stay in the tropics, and the unadvoidable confinement on board ship and deprivation of recreation.

WHY HANDEL IS LIKED IN ENGLAND. Utilitarian in our sports, we English demand effective rather than beautiful athletics; equally gluttonous and fastid demand effective rather than beautiful athletics; equally gluttonous and fastid ious as to the raw matter of the sentiment, we are indifferent and insensible to the preparation and service of art. Now Handel's music is direct, simple, grand, unaffected; and certain sacrifices and gradations of force are inevitable in its mesthetic scheme, to the end that it may legitimately achieve variety and effect. But with its operation we have never been contented, and in our mad wish to make every moment sublime, we have piled on force till every light is equally white, and all the strong points are at war with each other. For we like to blink the degrading fact that artistic imagination deals with a concrete limited stuff and it is therefore a separate special faculty in each art. The sophistry which implicitly confounds imagination with seviment is diseastrant componing the magination when the entire aspect of affairs on the Comstock and on the San Francisco stock market was dispatches. One of which implicitly confounds imagination with sentiment is disastrously common. I have heard an art critic openly assert that an imagination could be con-ceived which should deal neither in words nor color, neither melody nor clay, and yet might afterwards be ex-pressed in any of them without the intervention of any special faculty between the abstract thought and the technical execution. Surely art and artists exist and affect us on the presumption that every man feels a sentiment simply in virtue of being a man, but when he coninterests

"Business became stagnant about a year ago, when the Presidential nomination and the Presidential nomination of t tistic creation. - Magazine of Art.

BERNELEY is pure.

How TASTES DIFFER.—The Prince How Tastes Differ.—The Prince of Wales eats clams direct from the shell, which he holds in his hand. The great Napoleon was passionately found of shrimps. Henry Ward Beecher chews roast lamb and eschews roast beef. Charles Dickons, when lecturing in Brooklyn, drank a bottle of brandy and two bottles of champagne during the course of a single evening. A somewhat course of a single evening. A somewhat extended observation of the habits of actors, male and female, running the gamut from the distinguished tragedian to the humblest ballet girl, leads me to the conclusion that Little Neck clams, soft shell crabs, kingfish, birds in season with sherry, sauterne, and champagne, are the ne plus ultra, but if they can't do better they will cheerfully subside on Welsh rarebits and beer.— The Cook.

Have you had a sample of Berkeley? If not get one, it is pure. Tharp, 518 F street north-west.

THEY LIKE FAIR PLAY .- The Amerinot received even scant justice from the present administration. At the age of 70 he finds himself broken in health and fortune, a victim, to all appearance, of Democratic policy. It is not unlikely, therefore, that Mr. Roach's failure will prove the precursor of a much more dis-astrons political failure of the party which has singled him out for sacrifice.

—Philadelphia Press.

dertakes a sorry task. The Democratic record during that time, in the words of record during that time, in the words of Junius, "escapes censure only as it escapes observation."—New York Tribune. written his check for \$10,000,000, and

BEAUTY A MATTER OF OPINION. For steady-going, ordinary good looks that make no pretensions of great beauty, the blonde carries the palm.—Chicago News.

HRY Berkeley, it is pure.

CITY ITEMS.

Ir you feel nervous as to your kidneys, liver, or urinary organs, the Hunt's Remedy.

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JOHNNY SKAE'S FORTUNE.

NOW HE DOUBLED UP, MADE MILLIONS, AND LOWI THEM-HIS CHECKERED LIFE, Johnny Skae, the man who made a big

Savanilla, a report of the condition of affairs in the United States of Colombia. He makes mention of a recent battle between the government forces and the revolutionists, in which 1,000 men were said to have been killed. The admiral says: "The government troops, numbering about 4,000, have advanced from Cartagena to Calomar, on the banks of the Magdalena river, where they are strongly intrenched. Calomar is sixty-six miles above Barranquilla. In addition to this land force the government has now an Magdalena river, where they are strongly intreached. Calomar is sixty-six miles above Barranquilla. In addition to this land force the government has now an efficient steamer called the Cauca, which is armed as a vessel of war and is ready to patrol the coast or to perform any naval service which may be required of her. The revolutionary forces number only about 2,500 men, but the revolutionists hold a number of large river steamers, and are therefore able to move about freely on the Magdalena river, while the government forces, having but two small steamers, are obliged to move by land, and are therefore much impeded.

"On June 10 Gen. Camargo, a very prominent Colombian politician and leader, arrived at this port in an English steamer, and upon landing immediately assumed command of the revolutionary army. The arrival of Gen. Camargo, who is a violent liberal, effectually defeated the efforts to secure peace by treaty, although there is no doubt but that these efforts would have been successful if he had remained away a while longer.

"Gen. Camargo attacked a force of

as far as his capital could extend, and he continued to expand the limits of his op-"Gen. Camargo attacked a force of about 1,500 men with his whole army, and although he claims to have won the battle admits that he suffered a severe loss, which includes seven of his best generals. It is reported that each side lost about 500 men.

"The revolutionists clearly intend to confine their operations to the Magdaleua river and the interior. This, together with the fact that the government has now a steam vessel of war on the Atlantic coast, insures the isthmus and vessels on the high seas against any

bonanza set half the country at its wit's bonanza set half the country at its wit's end. He had but a small amount of the stock when it commenced to climb the scale of prices, but he dashed at the market, and, with astounding reckless-ness, followed the securities until Consolidated Virginia was close to the thou-sand dollar limit, and the value of California mining stock was set at an equally exhorbitant sum. When the "deal" ended and the tidal of excitement had receded leaving the market strewn with thewrecks, Mr. Skae was \$3,000,000 ahead. With the ebb of the bonanza excitement the fame of the winners grew less, and was finally eclipsed. One by one the crop of mil-lionaires was gathered into the Nevada Bank and lost to the outside world. With

the others went Mr. Skae.

Those who watched the stock market reached his destination when the entire aspect of affairs on the Comstock and on the San Francisco stock market was changed by a few dispatches. One of these informed Mr. Skac that there were indications of a bonanza in Sierra Nevada, and he went back as fast as a special train could carry him. An examination of the mine convinced him that a great bonanza was in prospect, and with all his characteristic recklessness he dashed into the market. He had only 3,000 shares of Sierra Nevada, and not a great deal of his 3,000,000 clean-up on Consolidated

Virginia.

All that he had, however, went to his to "double up." The firm doubled for the bold speculator, and he bought on his broker's money until the stock stood at \$278 a share. The same tactics and the same firm had stood him in good stead in the Consolidated Virginia and California excitement, and seemed to be serving him well again. He became the

lion of the hour. Mr. Skae's trout breakfasts at the Virginia and Gold Hill Water Works will live long in the memory of the Virginia gourmets. There was no ridiculous exlusiveness about the festivities, for half the town participated, and the supply of fish and wine was ever equal to the demand. For weeks the fame of Mr. Skae transcended that of any millionaire on the Pacific coast, but the wane of his star was soon observed. The cross cuts in the 1,700 foot level of the promised to work at the coast of the coas bonanza stubbornly refused to yield \$2,000 assays, and by rapid stages the public distrust of the property increased

until a panic was precipitated.

When the echoes of the crash had died away Johnny Skae, the temporary idol of the Comstock, the "father of the new bonanza," the princely poker player, and the lavish exemplar of Nevada hos can people like fair play, and there is a pitality, was virtually a pauper. He had very wide conviction that Mr. Roach has held his stock to the top figure. and not received even scant justice from the when the crash came his "margins" were swept away. After a while he was heard of in Columbus district, and was reported to have made another strike, but the report was evidently based on his old luck, for he soon turned up as an inmate therefore, that Mr. Roach's failure will prove the precursor of a much more disperove the precursor of the party which has singled him out for sacrifice.

—Philadelphia Press.

A Sorry Task.—Whoever attempts to eulogize the career of the Democracy during the last quarter of a century undertakes a sorry task. The Democratic record during that time in the words of the smallpox hospital. He served for some time as bookkeeper of that institution, and then disappeared from public ken until the police found him in a helpless condition on the street, and locked him up in default of \$5 bail. Checkered as the typical life in the west is, it furnishes few such examples of misadventure as that of a man, who, in wars reached such extremes of af-

could not pay \$5. SERMS TO CALL FOR A LITTLE LIGHT. All supplies of cables of insulated wires for government use are still purchased in England and admitted to the United States duty free. This seems very strange, as many tests and trials have proven the fact that better cables have proven the fact that better cables. It are being made in the United States. It are being made in the United States. It is evident it would be a good time to have some light shed on the manner of letting these contracts. Why are not American manufacturers given a chance to bid? And why are the specifications so worded as to particularly benefit the English manufacturers? Is there a robust colored gentleman in the cord-wood? We believe the present an opportune time to investigate this matter.—Electri-

cal Review. IN GREAT DEMAND, BUT NOT COMMON. "Are checks fashionable now?" asked a highly dressed dude of his tailor as he looked over his goods. "I don't believe they are, sir," was the reply, 'for I haven't seen any of them around lately."

THE WIRE CONDUIT BOUTE.

A PROPOSED SYSTEMATIC TUNNELING OF

fortune in the Comstock mines, and then | timore and Ohio Telegraph Company, has lost it, died in San Francisco a few days ago. The history of Mr. Skae's elevation to the dignity of a millionaire and his rapid return to the humility of poverty

thence west to Water street to the Aque-duct bridge, with branch pole lines as follows: From Virginia avenue along E street to national observatory, from Water and High street to telegraph office on High street. With an underground branch as follows: From the northwest corner of Seventeenth and B streets north, on the west side of Seventeenth along the sidewalk to the new corner of Seventeenth and G streets, thence in sidewalk of north side of G to signal office; also an additional conduit from the northeast corner of New Jersey avenue and C street east, along the north side-walk of C street to North Capitol street, thence south along the sidewalk on the east side of North Capitol street to the Baltimore and Ohio cable pole at the northeast corner of North Capitol and B streets; from the northeast corner Four teenth street and Pennsylvania avenue south on Fourteenth street to the northeast corner of Fourteenth street and Ohio avenue, along Ohio avenue eastward to the intersection of C street, along C to small square in Ninth street, thence to the government reservation on Pennsylvania avenue, between Seventh and Eighth streets, along the reservation to Seventh street, thence to south side in sidewalk of Louisiana avenue to Four-and-a-half street, to Indiana avenue, to Third street, thence to the northeast corner of B and First streets, thence to New Jersey avenue to the Baltimore and Ohio depot. A conduit will also be laid from the southcast corner of Louisiana avenue to the rear of St. Marc Hotel, thence along C street, south side, to the rear of 619 Pennsylvania avenue.

THE SECRET OF LONG LIPE. Men of brains in New York are apt to enjoy a hale old age if they do not ruin themselves by bad habits. And the idea now growing in my head is this: That thought, hard and ceaseless thought, is one of the best means of prolonging life. But you must not drudge like a galley slave or drink like a helot.—John Swin

Fire Insurance.—Insure your property now in the Arlington Fire Insurance Company. Office 1505 Pennsylvania avenue northwest, the company having the largest paid up capital, viz: \$200,600, of any city company. Directors—Walter S. Cox. president; Wm. King, vice president; Wm. R. RDey, Dr. J. W. H. Lowejoy, Charles Edmonston, S. Thomas Brown, D. F. Robinson, Wm. Galt, Dr. W. W. Johnston; C. B. Maury, treasurer; Frank T. Hawlings, secretary.

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Mrs. Francisca Fajardo, of Santo Domingo, West Indies, dreamed some time since that No. 1444 drew is large prize in some lottery, and, acting on her belief that the dream would come true, she commissioned a gentleman in this city to subscribe for a ticket bearing that number. He succeeded is obtaining the one wanted in the Original "Little Hayana" (Gould & Co.'e), which is decided by the Royal Lettery, drawn at Hayana, Cuba, and in the drawing made there on June 19, ultima, No. 1444 drew 30,000 peos. That was the second highest prize, and as the numbers therein achde all tickets in the Original "Little Hayana" (Gould & Co.'e), the prizes occupying the same relative positions and differing only in amount, it entitled Mrs. Fajardo, through holding Telest No. 1444 in the Original "Little Hayana," to \$4,000 United States curveney, which amount, was premptly paid by the General Agants, Shitpsey Company, 1312 Brasidway, New York, on presentation of the ticket on Tuesday last. For this time there was something in a drawn, as evidenced by its fulfillment, and it demonstrates that they do not always go by centraries. TEENTH STREET ENTRANCE. Deals in OVERNMENT BONDS, NEW YORK STOCKS AND COTTON, AND CHICAGO GRAIN AND PROVISIONS.

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905 - 25 4990 - 942 - 25 4998 - 959 - 25 9014 - 974 - 25 5045 - 974 - 25 8045 - 8093 -

25 6016... 25 6071

8092 4016. 25 8133 4043 25 8201 4046 25 8230 4076 25 8274 4077 25 8276 4080 25 8278 4099 200 8302

TAL PRIZES.

TO THE \$15,000

TO THE \$4,000,

.....\$100 | 7164....

TO THE \$2,000.

170 tickets ending with 54, being the two terminal units of the number drawing the Capital Prize of \$15,000, are each entitled to \$20.

Ticket No. 7034, Capital Prize, New York, Ticket No. 7163, Second Capital Prize, New

A GOOD DREAM.

ORDINARY CLASS 1194.

TICKETS IN FIFTHS.

Whole at \$5. Four-fifths at \$4. Three-fifths at 3. Two-fifths at \$2. One-fifth at \$1.

ORDINARY CLASS 1195.

17,000 BALLOTS. 700 PRIZES. AUG. 8, 1885, TICKETS IN FIFTHS.

SHIPSEY COMPANY,

1212 Broadway, New York City, or Agents everywhere.

Wholes at \$5. Four-fifths at \$4. Thr 1 \$3. Two-fifths at \$2. One-fifth at \$1.

4780..... £100 | 14782....

TRAVELERS' GUIDE. WASHINGTON, OHIO AND WESTERN RAIL-On and after JUNE 14, 1885, trains will leave

from and arrive at Sixth and B streets depot as follows:

Leave Washington 9 a. m. and 4:35 p. m. daffy, Arrive at Belmont Fark 10:51 a. m. and 6:26 p. m., Leastony 11:01 a. m. and 6:30 p. m. Rerev: at Round Hill 4:00 a. m. and 3:00 p. m. Pass Leave Round Hill 4:00 a. m. and 3:00 p. m. Pass Leave Round 1:11 0:00 a. m. and 3:00 p. m. Pass Leave Round 3:00 p. m., and arrive at Washington at 2:35 a. m. and 3:00 p. m., special exoursion rates and Sunday trains to Belmont Park. Monthly and commutation rates to 3th points.

Superintendent, Alexandria, Va. 10:00 p. m. 20:00 p. 20:00 p. m. 20:00 p. 20:00 p. 20:00 p. 20:00 p. 20:00 ROYAL HAVANA LOTTERY.

CHESAPEARE AND OHIO BAILWAY.

(Leave B. & P. Depot, Sixth and B streets.)

11:15 A. M.—For all way stations Lexington, Ky.,
Louisville, Cincinnati, Columbus, and St.
Louis. Daily except Sunslay. Through perlor car to White Sulphur Springs.

11 A. M.—For Newport News, Old Point Comfort,
and Norfolk. Daily except Sunday.

5:45 F. M.—For Louisville, Cincinnati, St. Louis,
sid Chicago, counceting for all points West,
Northwest, and Southwest, Fast Express
idaily; does not stop for local business.

Through Fullman service to Louisville and
Cincinnati.

Chochmatt,
Chochmatt,
For tickets and information apply at C. & O.
For tickets and information apply at C. & O.
Fallway office, 513 Pennsylvania avenue, under
National Hotel; Virginia Muland railway office,
501 Pennsylvania avenue, and B. & P. station,
H. W. FULLER,

C. W. SMITH, General Manager.

H. W. FULLER, General Passenger Agent.
FRANK TRIGG,
N. E. Passenger Agent. STEAMBOAT LINES.

DAILY LINE TO NORFOLK AND FORTRESS MONROE, Steamers GEORGE LEARY and EXCELSIOR.

One of the above thoroughly reliable first-class sleaguers will have Seventh street wharf daily, except Security at 5:00 p. in. Returning, lowe boston wharf, Norfolk, daily, except Saturday, at 4 p. in, compacting at OLD POINT with steamer ARIEL for 3 (UMROND.

At Norfolk v. b BOSTON and PROVIDENCE steamers, and other railroad and steambeat lines. Freight v. stedand bills of lading given r points named to the Commencing June to, stop at Piney Point daily.

Secure rooms and ticks is at Baltimore and Ohlo offices, 1331 and 619 Pa avec, 8t. Mare Hotel, and Knox express, 693 Pa, avec, who will also check burgage from hotels and private residences.

For further information in-pairs at Company's office, 7th st, wharf. Telephone call 145-3. office, 7th st, wharf. Telephone call 745-3, WILLIAM P. WELCH, Gen. Agent, LOW PARES.

FORTRESS MONROE AND NORFOLK, FARE, 81. ROUND TRIP, \$1.50. Steamor JANE MOSELEY, Monday, Wedness, , and Saturday, at 5.30 p. m. Connects closel old Point with the steamer Ariel for Rich and, Va. mond, Va.

Passage and rooms accured at O'Seneral flee,
6th street wharf. Telephone call, 94.

Freight steamers KNIGHT and GIBSON leave
Pier 41. East Hiver. New York, every Saturday,
4 p. m.; Washington, Wednesday.

APHED WOOD, Secretary.
GEO. B. PHILLIPS, Superintendent.

CLYDE'S NEW EXPRESS STEAM PACKET CITIE'S NEW EXPRESS STEAM PACKET
PHILADELPHIA, WASHINGTON, AND
ALEXANDRIA,
AT APPOINTED SAILING DAYS.
Prom PHILADELPHIA Every Satursbay, 12 m.
From WASHINGTON Every Monday, 2 p. m.
Through Blad prompt connection with New
York, Boston, Fall River, and all points North,
Through Blille of Laden given, Freight received
and delivered daily until 6 p. m.
W. P. CLYDE & CO.,
J. H. JOHNSON & CO., Agents,

J. H. JOHNSON & CO., Agents, th and Jith St. Warves S. W., 1202 F st. N. W Washington, D. C. LOTTERIES.

A MATTER OF CHANCE. ORIGINAL LITTLE HAVANA.

(GOULD & CO.'S) DECIDED BY ROYAL HAVANA LOTTEBY, ORDINARY CLASS No. 1194.

July 24, 1885. NUMBER FOR NUMBER! PRIZE FOR PRIZE; With 170 Additional Prizes. 17,000 TRIKETS AND 796 PRIZES. do 7 95 "9 Approximations to 1st prize, \$100 each 2 "24" 109 "20 2 "3d "190 "

626 Prizes as above, being the full number in the Hoyal Havana, and 170 Additional Prizes of \$20 each to the 170 tickets having as ending numbers the two terminal units of the number drawing the Capital prize of \$15,000. 796 Prizes, amounting in U. S. Gold to . . . \$44,625 TICKETS IN FIFTHS. TICKETS IN FIFTHS.

Wholes, \$5,00. Fractions pro rata,
THE ROYAL HAVANA OFFICIAL LIST DECIDES EVERY PRIZE.
ALL PRIZES PAID ON PRESENTATION.

CAUTION: See that the nam GOULD & CO. Is on your ticket. None others are OR RELIABLE For tickets, &c., address or apply to SHIPSEY COMPANY, 1212 Broadway, New York City, Or AGENTS EVERYWHERE.

L. S. L.

This is the Only Chartered Lottery of Any State. LOUISIANA STATE LOTTERY COMPANY. Incorporated in 186s for 25 years by the Legis-latuce for education and charitable purposes, with a capital of \$1,000,000, to which a reserve fund of over \$500,000 has since been added.

By an overwhelming popular vote its franchise was made a part of the present State Constitution, acopted Dec. 2, A. D. 1879, A SPLENDID OPPORTUNITY TO WIN A FOR-

Its Grand Single Number Drawing will take place monthly. It never Scales or Postpones, Look at the following Distribution: GRAND MONTHLY DRAWING, CLASS H. At New Orleans, Tuesday, AUG. 11, 1885, under the supervision and tuanagement of Gest. G. T. Beauregard, of Louisiana, sud Gen. Jubal A. Early, of Virginia.

€ 1 CAPITAL PRIZE, \$75,000, 100,000 Tickets at Pive Dollars Each, in Fifths, in proportion. LIST OF PRIZES.

Capital Prize - - - - - Grand Prize - - - -Nork. Ticket No. 14781, Third Capital Prize, New York. Ticket No. 11031, Fourth Capital Prize, New York. APPROXIMATION PRIZES. 9 Approximation Prizes, \$750 - - - - 9 do, do, 000 - - - - 9 do, do, 250 - - - -

Translated from De Las Novedades, New York, 1967 Prizes, smounting to - - - -We do hereby certify that we supervise the arrangements for all the monthly and semi-annual Drawings of the Louisiana State Lottery Company, and in person manage and control the Drawing outselves, and that the same are conducted with honesty, fairness, and in good falls toward all parties. We authorize the company to use this certificate, with a fac simile of our signatures attached in its advertisements.

J. A. EARLY.

Application for rates to clubs should be made. CERTIFICATE.

Application for rates to clubs should be made uly to the office of the Company, in New Or-For further information, write clearly, giving full address. IMPORTANT.

IMPORTANT.

18" Remit by Postal Note, Express Money Order, New York Exchange, or Draft on New Orbatts. Letters with durrency invariable by Express. We pay express charges or all sums of \$3
or upward, addressed M. A. DAUPHIN, New Orleans, La.

Address Registered Letters and make Postoffice
Morrey Orders Payable to NEW ORLEANS NATIONAL BANK, New Orleans, La.

THE FINEST 17,000 BALLOTS, 706 PHIZES, JULY 24, 1885.

> -CREAMERY BUTTER-25 CHISTS. POOLE, BROOKE & CO., 944 Louisiana Avenue, DEALERS IN FINE FAMILY GROCERIES. erius Strictly Cash, GIVE OUR BUTTER A THIAL,

to connect,
CATSKILL MOUNTAIN SPECIAL, 8:40 a. m.;
arrive st Hotel Kaaterskill 12:15 p. m.; Grand
Hotel 1:45 p. m. Parlor cars. Pennsylvania Ratiroad train leaves Washington 12:15 a. m. to con-

TRAVELERS' QUIDE

TO SARATOGA, LARE GROUGE, AND LARE GROUGE, AND MOUNTAINS.

CATSEILL MOUNTAINS.

CATSEILL MOUNTAINS.

Trains on New York, West Shore and Buffale
Ballway, by West Shore of picturesque Hudson
Biver, leave Jersey City station of Pennsylvania
Ballwad as follows:

BARATOGA SPECIAL, 8:40 a. m.; arrive Barstoga 2:40 p. m.; Galdwell, Lake George, 4:30 p. m.;
Montreal, 10:30 p. m. Elegant Pullman Buffet
Cars to Saratoga; thence to Montreal, Pennsylvania Railwad trains leaves Washington 12:15 a. m.
to connect.

road train leaves Washington 1212 a. The Representation of the met. DAY EXPRESS, 9.75 a. m., straive Albany 5.p. m., sharon springs 6 p. m., Cooperstown 7:10 p. m., Utica 6:42 p. m., 57racuse 7:95 p. m., Rochester 10:30 p. m., Burlain 12:15 a. m., Niagars Falls 12:43 p. m., Parior Cars to Albasy and Niagars Falls, SARATOGA AND CATSKILL MOUNTAIN EXPRESS, 10:55 a. m., arrive at Hotel Rastorskill 5:10 p. m., Grand Hotel 5:20 p. m., Baratogs 5:50 p. m., Lake George 8 p. m. Parior cars Long branch and New York to Saratogs and Lake George, Pennsylvania Railroad train leaves Philidelulas 2:00 a. m. to connect. branch and Now York to Baratoga and Lake George, Tennsylvania Bailroad train leaves Fill-delptin 230 a. m. to connect.

SABATOGA AND CATSEILL MOUNTAIN LIMITED, 3:25 p. m., arrive at Hotel Kasterskill 8:37 p. m., Grand Hodel 8:36 p. m., Baratoga 1:20 p. m., Monteal 8 a. m., with parior curs to Catakill Mountain and Saratoga. Buffet parior cars leave Washington on Fennsylvania Bailroad train at 8:30 a. m. for Baratoga sleepers thence to Monreal 8 a for single or round trip tickets by West Shore route, and avoid long transfer through New York city, Apply to city or depot agents of Fennsylvania Bailroad for complete time tables, takets, and parior car chairs.

Farlor car chairs for Jersey City station reserved in advance upon application to agent Pullman Car Company, Fennsylvania Bailroad station, Jersey City, N. J. HENRY MONETT.

General Passenger Agent,
No. 280 Broadway, New York.

THE VIRGINIA MIDLAND RAILWAY, THE SHORT LINE TO THE SOUTH AND SOUTHWEST.

Schedule in effect July 5 1885.

7:00 A. M.—Lynchburg Mall, daily, except Sunday, to local stations, connecting at Lynchburg with Bichmond and Alleghany and Norfolk and Western railreads. estern railroads, 11:15 A. M.—New Orloans Fast Mail, daily, Western railroads.

11:15 A. M.—New Orloans Fast Mail, daily, making close connection south and southwest, baily, except Sunday, with C. & O. Ry. Pullman Sleeping Buffet Car from New York and Washington to Atlanta, Pullman Sleeping Cars from Washington to New Orleans without change of cars. Pullman Fairor Cars from Washington to White Sulphur Springs.

5:45 P. M.—Louisville Fast Line, daily, via Charlottesville, to Cincinnati, Louisville, and all Western points, Pullman Sleeping Cars from Washington to Louisville.

19:40 P. M.—Southern Mail and Express, daily, to all points south and southwest, via Danville and Charlotte. Pullman Sleeping Cars from Washington to Atlanta, Montgomery, and Scina, Parlor Cars Montgomery to New Orleans. Pullman Care from Washington, via Charlotte and Columbia, to Augunta.

Manassas Division train leaves Washington at 1:14 p. m. daily, except Sunday, Warreinton using low Washington at 7:30 a. m., 11:15 a. m. and 5:46 p. m., daily.

Trains arrive in Washington—8:00 a. m., Southon Express, daily, side a. m., Ryncholmy Mail, daily, except Sunday, 1:20 p. m., Lynchburg Mail, daily, except Sunday, 1:20 p. m., Lynchburg Mail, daily, except Sunday, 1:20 p. m., Lynchburg Mail, daily, for tiekeis and all information inquire at Com-

daily,
For tickets and all information inquire at Com-pany's Office, 601 Pennsylvania avenue. Trains leave from B. & P. station. N. MACDANIEL, Agent. SOL. HASS, Traffic Manager. M. SLAUGHTER,

BALTIMORE AND OHIO HAILBOAD.

BALTIMORE AND OHIO RAILROAD.

SCHEDULE IN EFFCT SUNDAY, MAY 3, 1885,
UNTIL FURTHER NOTICE.

Leave Washington from station corner NEW
JERSEY AVENUE AND C STREET.

For Chicago, 1909 a. m. and 1970 p. m. daily.
The 1909 a. m. is a fast Limited Express to Pittsburg and Chicago, serving in Pittsburg at 730 p.
m., Chicago next morning at 835. No extre fare
is charged on this text for fast time.

For Cincinnati, Louisville, and St. Louis daily
at 330 p. m. and 1979 p. m., with Through
Coaches and Palace Sleeping Cars to above points,
without change. 3,39 p. m. train is a Fast Inmited
Train to Cincinnati and St. Louis, arriving in
Cincinnati next morning at 745, St. Louis 630
p. m. No extra fare is charged on this train for
rast time.

For Pittsburg at 10:00 a. m., with Parlor Car,
and 9:10 p. m. daily to Pittsburg, Cleveland, and
Detroit, with Sleeping Cars to Pittsburg.

For Baltimore on week days, 5, 6:10; 6:40, 7:30,
330, and 10:05 a. m., 12:10, 1255, 3:15 (45-minute
train), 3:30, 4:30, 4:40, 6:40, 6:40, 7:00, 8:35, and
11:00 p. m.

For Haltimore on Sundays, 6:10, 7:30, 8:39, and

For Baltimore on week days, 5, 5, 10, 43-7, 13, 250, and 10, 505 a. m., 121, 0, 125, 3, 215 (45-minute train), 339, 439, 4440, 6440, 6440, 640, 7300, 8235, and 11, 09 p. m.

For Baltimore on Sundays, 6, 10, 7, 30, 8, 30, and 10, 00 a. m., 125, 130, 330, 440, 540, 640, 7, 8, 25, and 11, 90 p. m.

For points on the Shenandoah Valley Ballroad and points south, 9, 25 a. m. and 9, 10 p. m. daily, 9, 25 a. m. train has Pullman Sleeper Washington to New Orleans.

For Annapolis, 640 a. m. and 12, 10 and 4, 30 p. m.; on Sunday, 8, 30 a. m. and 4, 40 p. m.

For way stations between Washington and Baltimore, 5, 6, 40, 8, 35 a. m., 12, 10 p. m., 3, 33, 4, 40, 790, and 11, 90 p. m.

For way stations between Washington and Baltimore, 5, 6, 40, 8, 35 a. m., 12, 10 p. m., 3, 33, 4, 40, 790, and 11, 90 p. m.

For stations on Metropolitan Branch, 7, 25 a. m. and 11, 15 p. m. daily except Sunday, and 5, 30 p. m. daily on Sunday stops at all stations; for Lexington, Staunton, and Valley Branch, 8, 24 a. m. daily except Sunday, For Frederick, 8, 40 a. m. daily except Sunday, For Prederick, 8, 40 a. m. and 4, 40 p. m. daily except Sunday, For Hagerstown and Winchester, 8, 40 a. m. daily except Sunday, and 5, 30 p. m. daily except Sunday, For Hagerstown and Winchester, 8, 40 a. m. daily except Sunday, and 5, 30 p. m. daily to Hagerstown; daily, corept Sunday, to Winchester, Trains arrive from the west daily, 6, 120 a. m., 115, 6, 30 p. m.

Hagerstown; dany,
Trains arrive from the west dany,
Trains arrive from the west dany,
1:15, 6:30 p. m.
Prom Annapolis, 8:30 a. m. and 1:50 and 5:25 p.
m.; Sunday, 10:33 a. m., 6:35 p. m.
Prom Lexington, 5:30 p. m. daily except SunProm Lexington, 5:30 p. m. daily except Sun-

From Lexington, 5:30 p. m. daily except Sunday.

From Frederick and intermediate points, 8:25 a. m. and 8:15 p. m. daily except Sunday.

Trains leave Baltimore for Washington at 5:10, 6:30, 7:20, 2:00, 9:05, and 10:30 a. m., and 12:15, 2:30, 2:00, 4:20, 4:20, 5:00, 6:30, 8:00, 9:00, and 11:20 p. m.; on Sundays, 6:30, 7:20, 9:00, and 11:20 p. m.; on Sundays, 6:30, 7:20, 9:00, and 11:20 p. m.

All trains from Washington stop at Relay Station except 1:20, 3:15, and 6:40 p. m.

For further information apply at the Baltimore and Ohio telect office—Washington Station, 619 and 13:51 Pannsylvania avenue, corner of Fourteenth street, where orders will be taken for baggage to be checked and received at any point in the city.

C. K. LORD, G. P. A.

B. DUNHAM, General Manager, Baltimore.

THE GREAT PENNSYLVANIA ROUTE TO THE NORTH, WEST, AND SOUTHWEST, DOUBLE TRACK SPLENDID SCENERY, STEEL RAILS, MAGNIFICENT EQUIPMENT, IN EFFECT JUNE 21, 1885, TRAINS LEAVE WASHINGTON from station,

daily, except Sunday. On Sunday, 4 p. m.

ALEXANDRIA AND FREDERICKSBURG RAIL
WAY, AND ALEXANDRIA AND WASHING
TON RAILBOAD.

For Alexandria, 6, 7, 9,25, 11;01, and 11;35 a.
m., 2;05, 4;35, 4;45, 5;25, 8;05, and 11;37 p. m.
On Sunday, at 6, 9;25, 11;01 a. m., 8;05 p. m.
For Beinmond and the South, 6 end 11;91 a. m.
daily, and 4;45 p. m. daily, except Sunday.

Trains teave Alexandria for Washington, 6;95,
s, 10, 10;10 a. m., 1, 3,95, 3;25, 5;10, 7;95, and 11;36
p. m., and 12;10 midnight (except Monday). On
Sunday at 8 and 10;10 a. m., 7;95 and 11;36 p. m.,
and 12;10 uight.

Trickets and information at the office, northeast

ud residences.
CHAS. E. PUGH, General Manager,
J. B. WOOD, General Passenger Agent.

SAMLS. SHEDD

GAS FIXTURES. GAS FIXTURES SLATE MANTELS, LA TROBES, RANGES,

FURNACES. PLUMBING and TINNING

TRAINS LEAVE WASHINGTON from station, corner of 6th and B sts., as follows:
For Pittsburg and the West, Chicago Limited Express of Feliace Siceping Cars at 9:50 a. m. daily;
Past Line 9:50 a. m. daily to Cheimnati and St. Louis, with Scepping Cars from Harrisburg to Chicago, and Hotel Car to St. Louis; daily except Saturday, to Chicago, with Sleeping Car Altoons to Chicago, Chicago and Chicannati Express, at 7:10 p. m. daily with Sleeping Cars Washington to Chicago and Harrisburg to Louisville; connecting at Harrisburg with Western Express with through Sleepiers for Cleveland and St. Louis. Pacific Express, 10 p. m. daily for Pittsburg and the West, with through Sleeper Harrisburg to Chicago. BALTIMORE AND POTOMAC RAHLROAD.

For Eric, Camandaigus, Rochester, Buffaló, Niagara, 10 p. m. daily, except Saturday, with Palaes Cars Washington to Boelester.

For Williamsport, Lock Haven, and Elmira, at 2500 a. m. daily, except Sunday.

For New York and the East, 7:15, 8:30, and 11 s. m., 2, 4, 10 p. m., and 12:15 night, On Sunday, 8:30 a. m., and 2,4, 10 p. m., and 12:15 night, Limited Express of Pullman Parlor Cars, 9:40 a. m., daily, except Sunday.

For Boston without change, 2 p. m. every day.

For Boston without change, 2 p. m. every day.

For Boston without change, 2 p. m. every day.

For Boston without change, 2 p. m. every day.

For Boston without change, 2 p. m. every day.

For Boston without change, 2 p. m. every day.

For Boston without change, 2 p. m. every day.

For Boston without change, 2 p. m. every day.

For Boston without change, 2 p. m. every day.

For Boston with change is Factor at the connect at Jersey City with boats of Brooklyn Annox, af forching direct transfer to Factor street, severking double forriage across New York City.

For Palladelphia, 7:15, 8:30, and 11 a. m., 2, 4, 6, 10 p. m., and 12:15 night, 1 imitted Express, 2:40 a. m. daily, except Sunday.

For Bostimore, 6:33, 7:15, 8:30, 9:40, 9:50, 11 a. m., 12:05, 2, 4, 4;25, 4:40, 6, 7:10, 10 p. m., and 12:15 night.

For Pope's Creek Line, 7:15 a. m. and 4:25 p. m, daily, except Sunday.

For Amapolia, 6:35 a. m., 12:03, and 4:25 p. m, daily, except Sunday.

On Sunday, 4 p. m.

ALEXANDRIA AND HARANDRIA AND WASHING BALTIMORE AND POTOMAC RAILBOAD.

sunday at s and 1910 a.m., rese and 11:30 p.m., and 12:10 uight.

Tirkets and information at the office, northess order of 12th street and Permaylvania syonue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

THE WEEKLY REPUBLICAN IS ISSUED EVERY THURSDAY MORNING, and contains all the news of the week. Subscription price, \$1 per year; single copies, ready for mailing, &c.

409 Ninth St. N. W.